**Section 5**Proposed Future
Roadways and Projects

## **Proposed Future Roadways and Projects**

One of the main goals of the Local Road Master Plan is to provide a list of projects that addresses the future transportation needs of the Town. These improvement projects include capacity and safety improvements to existing facilities as well as the construction of new roadways to provide additional capacity and increase connectivity throughout the entire roadway network. Figure 18 shows the location of the proposed projects. It should be emphasized that the dashed lines in Figure 18 do not represent a definite alignment for any proposed connection. They are only meant to represent locations where a new connection is anticipated or recommended. The purpose of identifying these potential future connections is to:

- provide for appropriate future roadway infrastructure to serve areas with future development potential based on existing land-use & zoning;
- reduce local traffic on County and State facilities which are congested;
- · provide access to property through multiple locations; and,
- provide guidelines to Town on roadway alignments as future development occurs.

Table 12 lists the roadway improvement projects that have been identified as part of this Local Road Master Plan. The improvement projects are subdivided into three categories by timeframe: Short-term (0-5 years), Mid-term (5-10 years) and Long-term (10-20 years). The majority of the short-term improvements are mitigations that have been identified through existing conditions evaluation from Technical Memorandum 2, public comments received in the Open House, the Capital Improvement Program, the Downtown Master Plan, and the RAC. Most of the local road projects in the CIP are unfunded. However, they are included in the project list as they will be needed by 2030. These improvements are needed to address current operation and safety concerns. The mid- and long-term projects correspond to the mitigation needs identified through the future conditions analysis, the review of connectivity and accessibility issues and major projects identified in the CIP and past studies. The cost estimate does not include ROW cost.

It should be noted that the Project Numbers in Table 12 remain consistent from those seen in Technical Memorandum 5. (The lone exception is that of Project Numbers 13 and 68, as their project numbers and level of priority were switched.) During individual meetings with the Town Council and the July 2, 2008 Town Council Meeting, a number of projects were removed from the project list and others were reorganized. Therefore, Table 12 is missing the project numbers associated with the removed projects, but to remain consistent and to eliminate any confusion between past project number documentation, the project numbers do not change in Table 12. For example, it was determined during the July 2, 2008 Town Council Meeting that Project 12 would be removed from the list. To reflect this change, the project was removed but the project numbering remained the same; thus, the result is a number scheme from 11 to 13, as seen in Table 12.



**FINAL Proposed Project List** Table 12

| 2             |  |   |                      | Cost        | Pote   | Potential Funding Source  | nding Sc | ource                                  |
|---------------|--|---|----------------------|-------------|--|---|----------|--|
| 5             |  | ביסופרי הפסרי היים  | 30,000               | estimate    | FDOT   | County  | Davie    | Private                                |
|               |  | Short-Term (0-5 Years)  |                      |             |  |   |          |  |
| <del></del> 1 | SW 67th Avenue Extension   | Extend from SW 41st Court to<br>Orange Drive  | Downtown<br>Master P | \$2,100,000 |  |   | ×        | ×                                      |
| 2             | SW 76 <sup>th</sup> Avenue Upgrade-<br>Phase I                             | Upgrade to 2-lane minor collector with bike lane from Orange Drive to SW 39th Street            |                      | \$818,000   | leide of culturation and   | Tealiness destinations remained to  | ×        | ×                                      |
| m             | College Avenue Upgrade –<br>Phase I  | Upgrade to 4-lane major collector with and bike lane from 39th St to 24th St                    | Master<br>Plan/RAC   | \$2,450,000 | Bredithering from the control  | ×   | ×        | X                                      |
| 4             | College Avenue Upgrade –<br>Phase II                                       | Upgrade to 4-lane major collector with bike lane from 24 <sup>th</sup> St to SR 84              | Master<br>Pian/RAC   | \$2,320,000 |  | ×   | ×        | X                                      |
| S             | SW 136 <sup>th</sup> Ave/SW 26 <sup>th</sup> St<br>Roundabout              | Construct a modern roundabout   | Master P             | \$400,000   |  | NAMES OF TRANSPORT PROPERTY PROPERTY OF TRANSPORT PROPERTY | ×        |  |
| 9             | University Drive/Nova Drive<br>Intersection Improvement                    | Add dual eastbound left-turns<br>and westbound right-turn overlap<br>signal phase               | Master P             | *000'69\$   | ×  |   |          |  |
| 7             | University Drive/SW 30 <sup>th</sup><br>Street Intersection<br>Improvement | Add dual eastbound, westbound left-turns and dual eastbound through lanes                       | Master P             | \$66,200*   | ×  |   |          |  |
| ω             | SW 154 <sup>th</sup> Avenue Safety   | Install traffic calming device  | Master P             | \$20,000    |  |   | ×        | ×                                      |
| თ             | SW 148 <sup>th</sup> Avenue Safety   | Install traffic calming device  | Master P             | \$20,000    |  |   | ×        | ************************************** |
| 10            | SW 86th Avenue   | Install traffic calming device  | Master P             | \$20,000    |  |   |          |  |
| T             | Flamingo Rd/SW 26th Signal   | Install traffic signal  | Master P             | \$250,000   | ×  | ×   |          |  |
| 13            | SW 20 <sup>th</sup> Street Upgrade   | Upgrade to 2-lane local rural roadway from SW 130 <sup>th</sup> Ave to SW 127 <sup>th</sup> Ave | CIP                  | \$114,000   |  |   | ×        | ×                                      |
| 14            | Hiatus Road/SW 26 <sup>th</sup> Street                                     | Install modern roundabout   | Master P             | \$400,000*  | And the second s |   | ×        |  |
| ٦<br>ت        | SW 127 <sup>th</sup> Avenue Upgrade  | Upgrade to 2-lane local rural<br>roadway from 21st St to 26th St<br>extension                   | CIP                  | \$1,700,000 | **************************************   | Albumant communications   | ×        | ×                                      |
| 16            | SW 76 <sup>th</sup> Avenue Upgrade –<br>Phase II                           | Upgrade to 2-lane minor collector<br>with bike lane from Griffin Road<br>to Stirling Road       | Master P/CIP         | \$818,000   |  | ı   | ×        | ×                                      |

| NW 75" Avenue extension         Connect Travis Court and End of the county and End of the county   | Š. | Project Name                                      | Project Description  | Source               | Cost         | Pote   | Potential Funding Source   | nding Sc   | ource  |
|--|----|---|--|----------------------|--------------|--|--|--|--|
| NW 75" Avenue extension         Connect Travis Court and El land (1992)         Master P (1992)         \$1,270,000         X           SW 65" Avenue         Connect Travis Court and El land (1994)         Master P (1992)         \$1,400,000         X         X           Davie Road Upgrade - Phase         Upgrade to G-lane arterial from 1 land to SW 84         Master P (1992)         X         X         X           SW 52" Avenue         Upgrade to C-lane material from 1 land to SW 84         Master P (1992)         X         X         X           SW 52" Avenue extension from Griffin Rd to SW 54" Street Upgrade to 2-lane major collector phase 1         Master P (1992)         \$1,550,000         X         X           SW 14" Street Upgrade - Widen to 4 lanes from SW 148" Avenue major collector phase 1         Waster P (1992)         \$1,750,000         X         X           SW 14" Street Upgrade - Widen to 4 lanes from SW 148" Avenue major collector phase 11         Waster P (1992)         \$1,750,000         X         X           SW 14" Street Upgrade - Order of Sign to avoid disrupting existing Equestrian path 11 to Bright In the Street Master P (1992)         \$15,50,000         X         X           SW 14" Street Upgrade - Add turn-lanes at the intersection from SW 86" Master P (1992)         S15,000         X         X           SW 14" Street Upgrade - Wigner Extension Study To extend from Nob Hill to Bright Master P (1992)   |    |   |  |                      | estimate     | FDOT   | County   | Davie  | Private  |
| SW 65th Avenue         Construct new readway from 10 bowntown 51,400,000         \$1,400,000         X         X           Davie Road Upgrade – Phase Ungrade to Claime afterial from 10 bowntown 10 box 84 4250,000         Install traffic claiming measures 10 box 820,000         Master P RAC \$936,000         X         X           SW 52th Avenue extension 10 box 84 54 550,000         Upgrade to 2-lane minor collector 10 box 84 54 550,000         Master P RAC \$1,550,000         X         X           SW 14th Street Upgrade – Info Griffin RG to SW 45th SW 45th SW 148th Street Upgrade to 2-lane major collector 10 box 84 148th SW 148th SW 148th Street Upgrade to 2-lane major collector 10 box 84 148th SW 148th SW 148th ST 148th SW 154 148th SW 155 148th SW 158 148th SW 1   | 17 | NW 75 <sup>th</sup> Avenue extension              | Connect Travis Court and El<br>Jardine to Stirling Road with 2-<br>lane local urban roadway  | Master P             | \$1,270,000  |  |  | ×  | ×  |
| Davie Road Upgrade to G-lane arterial from Invoidence of Control (1998)         Master P/ RAC         \$936,000         X         X           SW 52th Avenue safety         Install traffic calming measures         Master P         \$20,000         X         X           SW 52th Avenue safety         Install traffic calming measures         Master P         \$4,550,000         X         X           SW 52th Avenue safety         from Griffin Rd to SW 54th Staff Avenue         Master P         \$1,950,000         X         X           SW 14th Street Upgrade - from 1-75 to SW 148th Avenue         Upgrade to 3-lane major collector         Master P         \$1,750,000         X         X           SW 14th Street Upgrade - grant with Disk lanes from SW 148th Avenue         Ave to SW 136th Avenue         Master P         \$1,750,000         X         X           SW 14th Street Upgrade - grant with Disk lanes from SW 14th Street Upgrade to 3-lane minor collector         Master P         \$1,750,000         X         X           SW 14th Street Extension - Extend from Nob Hill to Bright         Nob Hill Study         \$2,530,000         X         X           SW 14th Street Upgrade - Upgrade to 3-lane minor collector         Master P         \$114,000         X         X           SW 14th Street Upgrade - Upgrade to 3-lane minor collector         Master P         \$114,000         X  | 18 | SW 65 <sup>th</sup> Avenue                        | Construct new roadway from<br>Orange Drive to SW 42 <sup>nd</sup> Street   | Downtown<br>Master P | \$1,400,000  | Herited on France conserved  | ATTENDED L'ANGELLE AND L'ANGEL | ×  | X  |
| SW 58th Avenue safety         Install traffic calming measures         Master P         \$20,000         X           SW 52th Avenue extension from Griffin Rd to SW 52th Avenue extension from Griffin Rd to SW 148th SW 148th Street Upgrade to 2-lane major collector with bike lanes from SW 148th Avenue with bike lanes from SW 148th Avenue with place to SW 136th Ave with place to SW 144th Styck 148th Ave to SW 136th Ave with place to SW 144th Styck 148th Ave to SW 136th Ave with place to SW 144th Styck 148th Ave to SW 136th Ave with place to SW 144th Styck 148th Ave to SW 136th Avenue to SW 136th  | 19 | Davie Road Upgrade – Phase<br>I                   | Upgrade to 6-lane arterial from<br>Nova Dr to SR 84  | Master P/ RAC        | \$936,000    | o Oribra centralia centra mena a m   | ×  | ×  | ×  |
| SW 52th Avenue extension Phase I         Upgrade to 2-lane minor collector from Griffin Rat to SW 148" street Upgrade - widen to 4 lanes major collector with bike lanes rom SW 148" hase II         Master P         \$1,950,000         X           SW 14" Street Upgrade - phase III         Widen to A lanes major collector with bike lanes rom SW 148" hase II         Master P         \$1,750,000         X           SW 14" Street Upgrade - path intersection phase II         Construct modern roundabout at the intersection with bill to Bright hase II         Master P         \$400,000         X           SW 14" Street Extension - Road turn-lanes at the intersection phase II         Lettend from Nob Hill to Bright hase III street Upgrade - with bike lanes from SW 136" we street Extension Study grade to 3-lane minor collector phase III         Master P         \$114,000         X         X           SW 14" Street Extension Study grade pavement from SW 86" Phase III         Upgrade pavement from SW 86" Master P         \$114,000         X         X           SW 87" Terrace pavement         Upgrade pavement from SW 88" Avenue         Master P         \$114,000         X         X           SW 87" Terrace pavement         Upgrade pavement from SW 18" Avenue         SW 87" Terrace pavement from SW 88" Avenue         X         X           SW 87" Terrace pavement from Extend Extend from to SW 18" Street         Total Short-term Estimate:         Total Short-term Estimate:   | 20 | SW 58 <sup>th</sup> Avenue safety                 | Install traffic calming measures   | Master P             | \$20,000     |  | Allen Surance and a second   | X  | ×  |
| SW 14th Street Upgrade - Phase I         Widen to 4 lanes major collector with bike lanes from 1-75 to SW 148th Avenue and or collector with bike lanes from SW 148th Brase II         Master P st.750,000         \$1,950,000         X           SW 14th Street Upgrade - alternative design to avoid disrupting existing Equestrian path in the intersection with bike lanes at the intersection in master P st.550,000         \$400,000         X           SW 14th St/SW 148th Ave Extension - Phase II         Extend from Nob Hill to Bright Road         Nob Hill Study         \$2,530,000         X           SW 14th Street Extension - Phase III         Extend from Nob Hill to Bright Road         Nob Hill Study         \$2,530,000         X           SW 14th Street Upgrade - With bike lanes from SW 136th Brase III         Ave to SW 130th Ave by the biggrade bavement from Berkley         SR7 Study         X         X           Berkley Drive pavement         Upgrade pavement from Berkley         Waster P         \$114,000         X         X           SW 87th Terrace pavement         Upgrade pavement from Berkley         Master P         \$114,000         X         X           SW 87th Terrace pavement upgrade         Drive to SW 18th Street         Street         \$27,962,800         X         X   | 72 | SW 52 <sup>nd</sup> Avenue extension              | Upgrade to 2-lane minor collector from Griffin Rd to SW 54 <sup>th</sup> St  | Master P             | \$4,550,000  | The fills of the agent the agent to the  | A Charles and Char | Avanual (A) (a | X  |
| SW 14 <sup>th</sup> Street Upgrade - Ave to SW 136 <sup>th</sup> Ave with bike lanes from solution attention design to avoid disrupting existing Equestrian path attention design to avoid disrupting existing Equestrian path attention switch intersection and path attention and path attention path attention path attention switch and turn-lanes at the intersection and path assert in the intersection and path attention switch attention shade attention | 23 | SW 14th Street Upgrade –<br>Phase I               | Widen to 4 lanes major collector<br>from I-75 to SW 148 <sup>th</sup> Avenue   | Master P             | \$1,950,000  | A Managaratana mayar aya aya ma mana   | AND AND THE PROPERTY OF THE PR | ×  | ×  |
| SW 14th St/SW 148th AveConstruct modern roundabout at the intersectionMaster P\$400,000XSW 14th St/SW 154th AveAdd turn-lanes at the intersectionMaster P\$156,000XSW 14th Street Extension - Road Phase IIExtend from Nob Hill to Bright Phase IINob Hill Study\$2,530,000XSW 14th Street Upgrade - With bike lanes from SW 136th Phase IIIUpgrade to 3-lane minor collector with bike lanes from SW 136th AveMaster P\$875,000XOakes Road Extension StudyFeasibility Study to extend from SW 86th Upgrade pavement from SW 83th Avenue to SW 83th Avenue to SW 83th Avenue to SW 83th Avenue to SW 818th StreetMaster P\$114,000XSW 87th Terrace pavement Drive to SW 18th StreetDrive to SW 18th StreetMaster P\$114,000XX  | 24 | SW 14 <sup>th</sup> Street Upgrade –<br>Phase II  | Upgrade to 3-lane major collector with bike lanes from SW 148 <sup>th</sup> Ave to SW 136 <sup>th</sup> Ave with alternative design to avoid disrupting existing Equestrian path | Master P             | \$1,750,000  |  | Oddinania nama   | ×  | ×  |
| SW 14th St/SW 154th AveAdd turn-lanes at the intersectionMaster P\$156,000XSW 14th Street Extension - Phase IExtend from Nob Hill to Bright RoadNob Hill Study\$2,530,000XXSW 14th Street Extension - Phase IIUpgrade to 3-lane minor collector with bike lanes from SW 136th AveMaster P\$876,000XXOakes Road Extension StudyFeasibility Study to extend from SW 86th Upgrade pavement from SW 87th Terrace pavementMaster P\$114,000XXSW 87th Terrace pavementUpgrade pavement from Berkley Upgrade pavement from Berkley UpgradeUpgrade pavement from Berkley Upgrade pavement from Berkley Upgrade pavement from Berkley Upgrade\$114,000XX  | 25 | SW 14 <sup>th</sup> St/SW 148 <sup>th</sup> Ave   | Construct modern roundabout at the intersection  | Master P             | \$400,000    | And the second s |  | ×  | ×  |
| SW 14th Street Extension –Extend from Nob Hill to Bright<br>RoadNob Hill Study\$2,530,000XSW 14th Street Upgrade -<br>Phase IIIUpgrade to 3-lane minor collector<br>with bike lanes from SW 136th<br>Ave to SW 130th AveMaster P\$876,000XXOakes Road Extension Study<br>Berkley Drive pavement<br>Upgrade pavement<br>Upgrade pavement from SW 86th<br>Avenue to SW 83th Avenue<br>Upgrade pavement from Berkley<br>Upgrade pavement from Berkley<br>Drive to SW 18th StreetMaster P\$114,000XXSW 87th Terrace pavement<br>UpgradeUpgrade pavement from Berkley<br>Drive to SW 18th StreetMaster P\$114,000XX   | 26 | SW 14 <sup>th</sup> St/SW 154 <sup>th</sup> Ave   | Add turn-lanes at the intersection   | Master P             | \$156,000    | And a second special of the second se | em (spell spell represent transport to the   | ×  | ×  |
| SW 14th Street Upgrade -Upgrade to 3-lane minor collector<br>with bike lanes from SW 136th<br>Ave to SW 130th AveMaster P\$876,000XOakes Road Extension StudyFeasibility Study to extend from<br>SR 7 to Davie RoadSR 7 study<br>SR 7 to Davie RoadSR 7 study<br>Avenue to SW 83th AvenueSR 7 study<br>Avenue to SW 83th Avenue\$114,000XXSW 87th Terrace pavement<br>upgradeUpgrade pavement from Berkley<br>Drive to SW 18th StreetMaster P\$114,000XTotal Short-term Estimate:\$27,962,800X   | 27 | SW 14 <sup>th</sup> Street Extension –<br>Phase I | Extend from Nob Hill to Bright<br>Road   | Nob Hill Study       | \$2,530,000  |  | restration of the state of the  | ×  | ×  |
| Oakes Road Extension StudyFeasibility Study to extend from Upgrade pavement from SW 86th upgradeSR7 Study\$114,000XXBerkley Drive pavement Upgrade pavement from SW 87th Terrace pavement Upgrade pavement from Berkley upgradeMaster P\$114,000XSW 87th Terrace pavement Upgrade pavement from Berkley upgradeDrive to SW 18th Street UpgradeX  | 29 | SW 14 <sup>th</sup> Street Upgrade –<br>Phase III | Upgrade to 3-lane minor collector<br>with bike lanes from SW 136 <sup>th</sup><br>Ave to SW 130 <sup>th</sup> Ave  | Master P             | \$876,000    |  | ANY DESCRIPTION OF THE PROPERTY OF THE PROPERT | ×  | ×  |
| Berkley Drive pavementUpgrade pavement from SW 86thMaster P\$114,000upgradeSW 87thTerrace pavementTotal Short-term Estimate:\$27,962,800   | 31 | Oakes Road Extension Study                        | Feasibility Study to extend from SR 7 to Davie Road  | SR7 Study            | \$150,000    | X  | X  | ×  | ×  |
| SW 87th Terrace pavement Dive to SW 18th Street Upgrade  Total Short-term Estimate:  SW 87th Terrace pavement from Berkley Master P \$114,000  Total Short-term Estimate:  | 33 | Berkley Drive pavement<br>upgrade                 | Upgrade pavement from SW 86 <sup>th</sup><br>Avenue to SW 83 <sup>rd</sup> Avenue  | Master P             | \$114,000    | The Lat General Language and American  | Transcription of the second  | ×  | i entre de l'action de l'actio |
|  | 34 | SW 87th Terrace pavement upgrade                  | Upgrade pavement from Berkley<br>Drive to SW 18 <sup>th</sup> Street   | Master P             | \$114,000    |  |  | ×  |  |
|  |    |   | Total Short-term Estimate:   |                      | \$27,962,800 |  |  |  |  |

| No. | Project Name   | Project Description  | Source       | Cost        | Pote   | Potential Funding Source                              | nding So | ource   |
|-----|--|--|--------------|-------------|--|---|----------|---------|
|     |  |  | 3000         | estimate    | FDOT   | County  | Davie    | Private |
|     |  | Mid-Term (5-10 years)  |              |             |  |   |          |         |
| 35  | SW 154 <sup>th</sup> Avenue (Shotgun<br>Road) Upgrade      | Upgrade to minor collector with bike lanes, from SW 14th St to SW 142nd Avenue                           | Master P     | \$5,480,000 |  |   | ×        | ×       |
| 36  | SW 148 <sup>th</sup> Avenue Upgrade                        | Upgrade to minor collector with bike lanes from SR 84 to 14 <sup>th</sup> St                             | Master P     | \$1,760,000 |  |   | ×        | ×       |
| 37  | SW 136 <sup>th</sup> Ave Upgrade                           | Upgrade to 2-lane minor collector with bike lanes from SW 14th St to SW 26th St                          | Master P     | \$1,570,000 | THE PARTY AND TH | NANGISI I FRENDANDANDANDANDANDANDANDANDANDANDANDANDAN | ×        | × ×     |
| 38  | Davie Road Upgrade – Phase<br>II                           | Upgrade to 4/5-lane major collector with on-street parking and bike lane from SW 42nd Ct to Orange Drive | Master P/RAC | \$568,000   |  | ×   | ×        | ×       |
| 39  | Davie Road Upgrade – Phase<br>III                          | Upgrade to 4/5-lane major<br>collector with bike lane from<br>Nova Drive to SW 42 <sup>cd</sup> Court    | Master P/RAC | \$2,110,000 |  | ×   | ×        | ×       |
| 40  | SW 14 <sup>th</sup> Street Extension –<br>Phase III        | Extend from SW 130 <sup>th</sup> Ave to<br>Flamingo Road   | Master P     | \$2,530,000 |  |   | ×        | ×       |
| 43  | SW 20th Street safety                                      | Install traffic calming measures   | Master P     | \$20,000    |  |   | ×        | ×       |
| 44  | SW 24 <sup>th</sup> Street/Nova Drive<br>Upgrade – Phase I | Upgrade to 4-lane major collector<br>from Davie Rd to College Ave  | CIP          | \$1,290,000 |  | ×   |          | ×       |
| 84  | SW 26 <sup>th</sup> Street Upgrade –<br>Phase I            | Upgrade to 2-lane minor collector<br>with bike lanes from Flamingo Rd<br>to Hiatus Rd                    | Master P     | \$1,640,000 |  |   | ×        | ×       |
| 49  | SW 27 <sup>th</sup> Court Upgrade                          | Upgrade to 2-lane local urban<br>roadway from Hiatus Road to SW<br>106th Terrace                         | CIP          | \$227,000   |  |   | ×        | ×       |
| 20  | SW 29 <sup>th</sup> Street Upgrade                         | Upgrade to 2-lane local rural<br>roadway from 137th Ave to 136 <sup>th</sup><br>Ave                      | CIP          | \$566,000   |  |   | ×        | ×       |
| 51  | SW 30th Street Upgrade<br>Phase I                          | Upgrade to 3-lane major collector<br>with bike lanes from College<br>Avenue to University Drive          | Master P/RAC | \$1,230,000 |  |   | ×        | ×       |

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| 2        | Project Name                          | Project Description  | Source               | Cost         | Pote | Potential Funding Source   | nding So | ource   |
|----------|---------------------------------------|--|----------------------|--------------|------|--|----------|---------|
| 5        |                                       |  | )<br>)<br>)          | estimate     | FDOT | County   | Davie    | Private |
| 53       | 53 SW 39th Street Upgrade             | Upgrade to 3-lane major collector with bike lane from University Drive to Davie Road                       | Master P/RAC         | \$2,860,000  |      |  | ×        | ×       |
| 54       | SW 44 <sup>th</sup> Street connection | Construct new roadway from<br>Davie Road to SW 67 <sup>th</sup> Avenue<br>extension                        | Downtown<br>Master P | \$1,400,000  |      | NAME OF THE PROPERTY OF THE PR | X        | X       |
| ru<br>Tu | Orange Drive Upgrade –<br>Phase I     | Upgrade to 5-lane major collector<br>with shoulder from SR 7 to<br>Florida Turnpike                        | Master P/EAR         | \$3,730,000  |      |  | ×        |         |
| 56       | Orange Drive Upgrade west<br>section  | Upgrade to 2-lane minor collector with bike lane from SW 142 <sup>nd</sup> Ave to SW 154 <sup>th</sup> Ave | Master P             | \$2,450,000  |      |  | ×        | ×       |
| 87.      | 61 <sup>st</sup> Street Extension     | Connection of 61st Avenue to the Future Oaks Road Extension  | Master P             | 104,000      |      | TO THE PARTY OF TH | X        | X       |
|          |                                       | Total Mid-term Estimate:   |                      | \$51,493,200 |      |  |          |         |



| SW 130° Ave Upgrade - Phase III         Long-Term (10-20 years)         Rister Phase II         \$518,000         X         X           SW 130° Ave Upgrade - Phase III         Upgrade to 2-lane minor collector Phase III         Master P         \$518,000         X         X           SW 130° Ave Upgrade - Phase III         Upgrade to 2-lane minor collector Phase III         With bike lanes from SW 8° St to         X         X         X           SW 130° Ave Upgrade - Phase III         Upgrade to 2-lane minor collector Phase III         Upgrade to 2-lane minor collector Phase III         X         X         X           SW 120° Ave Upgrade - Phase III         Upgrade to 2-lane minor collector Phase III         Upgrade to 2-lane minor collector Phase III         RAC/CIP/Master Phase III         \$10,430,000         X         X           SW 220° Street to SW 26° Street to Upgrade to 2-lane major collector Toon Unbrasity Drive to Upgrade to 2-lane major collector Toon Unbrasity Drive to Upgrade to 2-lane major collector Toon Unbrasity Drive to Upgrade to 2-lane major collector Toon Unbrasity Drive to Upgrade to 2-lane major collector Toon Unbrasity Drive to Upgrade to 2-lane major collector Toon Unbrasity Drive to Upgrade to 2-lane minor collector Drive SW 26° Street Upgrade to 2-lane minor collector Drive SW 26° Street Upgrade to 2-lane minor collector Drive SW 26° Street Upgrade to 2-lane minor collector Drive SW 26° Street Upgrade to 2-lane minor collector Drive SW 26° Street Upgrade to 2-lane lane mino   | Ö. | Project Name   | Project Description  | Source              | Cost         | Pote   | Potential Funding Source                                    | nding Sc | ource   |
|--|----|--|--|---------------------|--------------|--|---|----------|---------|
| SW 130" Ave Upgrade –         Upgrade to 2-lane minor collector phase I         \$\$18,000         X           SW 130" Ave Upgrade –         Upgrade to 2-lane minor collector phase II         Waster P         \$\$1,430,000         X           SW 130" Ave Upgrade –         Upgrade to 2-lane minor collector phase II         Waster P         \$\$1,430,000         X         X           SW 130" Ave Upgrade –         Upgrade to 2-lane minor collector phase III         Upgrade to 4-lane misor collector phase III         ASC/CIP/Master phase III         \$\$1,430,000         X         X           SW 131" Avenue Upgrade Drive Includes to 4-lane misor collector phase III         Upgrade to 2-lane misor collector phase III         CIP         \$\$397,000         X         X           SW 24" Street/Nova Drive Includes to 2-lane misor collector phase III         Upgrade to 3-lane misor collector phase III         Master P         \$\$1,550,000         X         X           SW 24" Street/Nova Drive Includes to 2-lane misor collector from University Drive to Collector from University Drive to Upgrade to 3-lane misor collector from University Drive to Upgrade to 3-lane minor collector from University Drive to Upgrade to 2-lane minor collector from University Drive to Upgrade to 2-lane minor collector phase III         Spin Island Road III  |    |  |  |                     | estimate     | FDOT   | County  | Davie    | Private |
| SW 130° Ave Upgrade - Very Clane minor collector Phase II Upgrade to 2-lane minor collector Phase II Upgrade to 2-lane minor collector Phase III SW 130° Ave Upgrade - Very Chiefe lanes from SW 8° St to 8 W 130° Ave Upgrade - Very Street to SW 36° Court Histure Road Upgrade of Very SR 100° Court Histure Road Upgrade of Very SR 100° Court SR 84 to SW 14° Street to SW 36° Court SR 84 to SW 14° Street to SW 36° Court SR 84 to SW 14° Street to SW 36° Court SR 84 to SW 14° Street to SW 36° Court SR 84 to SW 14° Street to SW 36° Court SR 84 to SW 14° Street to SW 36° Court SR 84 to SW 14° Street to SW 36° Court SR 84 to SW 14° Street to SW 36° Court SR 84 to SW 14° Street to SW 36° Court SW 26° Street to SW 24° Street SW 16° Street to SW 26° Street to SW 24° Street SW 16° STreet to SW 26° Street Upgrade to 3-lane major collector from SN 18° ST SW 26° Street Upgrade - Phase III S SP Ince Island Road Waster P \$1,550,000 SY SW 26° Street Upgrade - Phase III S SP Ince Island Road With bigging SW 26° Street Upgrade - Phase III ST SP Ince Island Road SW 26° Street Upgrade - Phase III ST SP Ince Island Road SW 26° Street Upgrade - Phase III ST SP Ince Island Road SW 26° Street Upgrade - Phase III ST SP Ince Island Road SW 26° Street Upgrade - Phase III ST SW 26° Street Upgrade - Phase III SW 26° Street Upgrade - Phase III SW 26° Street Upgrade - Phase III SW 26° ST SW 26°   |    |  | Long-Term (10-20 years)  |                     |              |  |   |          |         |
| SW 130" Ave Upgrade - Phase III         Upgrade to 3-lane minor collector Phase III         Master P (a) (a) (b) (b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c  | 62 |  | Upgrade to 2-lane minor collector<br>with bike lanes from SR 84 to SW<br>8 <sup>th</sup> Street                      | Master P            | \$818,000    |  |   | ×        | ×       |
| SW 130° Ave Upgrade to 2-lane minor collector Phase III Hatus Road Upgrade  Histus Road Upgrade  Histus Road Upgrade  Histus Road Upgrade  Histus Road Upgrade  Conduct feasibility of providing  SW 121° Avenue Upgrade  Conduct feasibility of providing  SW 121° Avenue Upgrade  Conduct feasibility of providing  SW 121° Avenue Upgrade  SW 121° Avenue Upgrade  Conduct feasibility of providing  SW 24° Street Nova Drive  Upgrade to 3-lane major collector  College Avenue College Avenue Upgrade  SW 24° Street Nova Drive  Upgrade to 3-lane major collector  Collector from University Drive to  Collector from S Pine Island Road  SW 24° Street Upgrade - Phase III  Upgrade to 2-lane minor collector  Collector from S Pine Island Road  SW 26° Street Upgrade - Phase III  Upgrade to 2-lane minor collector  Collector from S Pine Island Road  SW 26° Street Upgrade - Phase III  With ble lanes from SW 142°°  SW 30° Street Upgrade - Drive to 5 Pine Island Road  Whase II  Whishe lanes from S Pine Island Road  SW 30° Street Upgrade - Drive to 5 Pine Island Road  Whase II  Whishe lanes from University Drive to  Collector from S Pine Island Road  SW 30° Street Upgrade - Drive to 5 Pine Island Road  Whase II  County Daylor Collector from S Pine Island Road  SW 30° Street Upgrade - Drive to 5 Pine Island Road  SW 30° Street Upgrade - Drive to 5 Pine Island Road  Whase II  County Daylor County from University Drive to 5 Pine Island Road  NW 33° Street extension  Collector From S Pine Island Road  NW 33° Street While Indep I   | 63 | SW 130 <sup>th</sup> Ave Upgrade –<br>Phase II               | Upgrade to 3-lane minor collector<br>with bike lanes from SW 8 <sup>th</sup> St to<br>SW 26 <sup>th</sup> Street     | Master p            | \$2,710,000  | or Leadable (Projection or the Control of Co | ATTITUDE ALTRICATION AND AND AND AND AND AND AND AND AND AN | X        | ×       |
| Hiatus Road Upgrade to 4-lane major collector College Avenue Street Car Conduct feasibility of providing RAC/CIP/Master \$150,000 X X X X X College Avenue Street Car Conduct feasibility of providing RAC/CIP/Master \$150,000 X X X X X X Expective Conduct from Street car car cadway from SW 26" Street to 2-lane major collector from University Drive to SW 24" Street/Nova Drive College Ave to University Drive to Collector from SP Ine Island Road Phase III  SW 24" Street/Nova Drive Collector from University Drive to Collector from SP Ine Island Road Phase III  SW 24" Street/Nova Drive Collector from SP Ine Island Road Phase III  SW 24" Street Upgrade - Phase III  SW 26" Street Upgrade - Phase III  NW 33" Street extension Collector from University Drive to SP Ine Island Road Extend Road Collector from University Drive to SP Ine Island Road Collector from University Drive to Collector from University Drive to SP Ine Island Road Collector from University Drive to SP Ine Island Road Collector from University Drive to SP Ine Island Road Collector from University Drive to SP Ine Island Road Collector from University Drive to SP Ine Island Road Collector from University Drive to SP Ine Island Road Collector from University Drive to SP Ine Island Road Collector from University Drive to SP Ine Island Road Collector from SP Ine Island Road Collector from University Drive to SP Ine Island Road Collector from University Drive to SP Ine Island Road Collector from University Drive To County Davie Rd County Project Name Collector from University Drive To County Davie Rd County From County Davie Rd County Dav | 64 |  | Upgrade to 2-lane minor collector<br>with bike lanes from SW 26 <sup>th</sup><br>Street to SW 36 <sup>th</sup> Court | Master P            | \$1,430,000  |  | ***************************************                     | ×        | ×       |
| College Avenue Street Car Conduct feasibility of providing RAC/CIP/Master \$150,000 X X X X Efreet car Street car Conduct feasibility of providing RAC/CIP/Master \$150,000 X X X X X X X X X X X X X X X X X  | 65 | Hiatus Road Upgrade  | Upgrade to 4-lane major collector from SR 84 to SW 14th Street   | Master P            | \$10,700,000 | Parameter of the second | deferrementations   | ×        | ×       |
| SW 24" Street/Nova Drive   Upgrade to 2-lane major collector   Master P   \$1,650,000   X   X   X   X   X   X   X   X   X  | 67 | College Avenue Street Car                                    | Conduct feasibility of providing street car  | RAC/CIP/Master<br>P | \$150,000    | ×  | ×   | ×        | ×       |
| SW 24th Street/Nova Drive       Upgrade to 3-lane major collector from College Ave to University       Master P sc22,000       \$622,000       X       X         SW 24th Street/Nova Drive Collector from University Drive to Upgrade to a 3-lane major collector from S Pine Island Road Upgrade to a 2-lane minor collector from S Pine Island Road Upgrade to 2-lane minor collector from S Pine Island Road Waster P street/Nova Drive to SW 97th Avenue Upgrade to 2-lane minor collector with bike lanes from SW 142nd Avenue Upgrade to 2-lane minor collector with bike lanes from University Drive to Upgrade to 2-lane minor collector with bike lanes from University Drive to SW 30th Street Upgrade - With bike lanes from University Drive to SI Pine Island Road Extend to 2-lane local urban roadway from University Drive to Davie Rd       Master P street Cost Proto Indianate Proto Indianate Proto Indianate Proto Indianate Proto Indianate Proto Indianate  | 68 | SW 121st Avenue Upgrade                                      | Upgrade to 2-lane local rural<br>roadway from SW 26 <sup>th</sup> Street to<br>SW 36 <sup>th</sup> Court             | CIP                 | \$397,000    |  |   | ×        | ×       |
| SW 24th Street/Nova Drive       Upgrade to a 3-lane major       Master P       \$1,650,000       X       X         Upgrade - Phase III       S Pine Island Road       Master P       \$397,000       X       X         SW 24th Street/Nova Drive       Upgrade to a 2-lane minor collector from S Pine Island Road       Upgrade to 2-lane minor collector with bike lanes from SW 142nd Ave to 130th Ave to 130t  | 70 | SW 24 <sup>th</sup> Street/Nova Drive<br>Upgrade – Phase II  | Upgrade to 3-lane major collector<br>from College Ave to University<br>Drive   | Master P            | \$622,000    |  | ×   |          | ×       |
| SW 24 <sup>th</sup> Street/Nova Drive collector from S Pine Island Road by 24 <sup>th</sup> Street/Nova Drive to SW 97 <sup>th</sup> Avenue collector from S Pine Island Road bhase II  SW 26 <sup>th</sup> Street Upgrade - With bike lanes from SW 142 <sup>nd</sup> Ave to 130 <sup>th</sup> Ave  SW 30 <sup>th</sup> Street Upgrade - Upgrade to 2-lane minor collector with bike lanes from University Drive to S Pine Island Road Extend to 2-lane local urban roadway from University Drive to S Pine Island Road Extend to 2-lane local urban roadway from University Drive to S Davie Rd  WW 33 <sup>nd</sup> Street extension Davie Rd  Project Name Project Description Squrce estimate FDOT County Davie Rd  Project Name Project Description Spine Island Road Extend Davie Rd  Project Description Squrce Poor Rd  Project Description Spine Island Road Project Description Squrce Poor Rd  Project Name Project Description Spine Island Road Project Description Squrce Poor Rd  Project Name Project Description Spine Island Road Project Description Squrce Poor Rd  Project Name Project Name Project Description Spine Island Rd  Project Name Project Name Project Description Spine Island Rd  Project Name Project Name Project Description Spine Island Rd  Project Name Project Name Project Description Spine Island Rd  Project Name Project Name Project Description Spine Island Rd  Project Name Project Name Project Description Spine Island Rd  Project Name Project Name Project Name Name Project Name Name Project Name Name Project Name Name Name Name Name Name Name Name   | 71 | SW 24 <sup>th</sup> Street/Nova Drive<br>Upgrade – Phase III | Upgrade to a 3-lane major<br>collector from University Drive to<br>S Pine Island Road                                | Master P            | \$1,650,000  |  | ×   |          | ×       |
| SW 26 <sup>th</sup> Street Upgrade - With bike lanes from SW 142 <sup>rd</sup> Ave to 130 <sup>th</sup> Ave to 130 <sup>th</sup> Ave Upgrade to 2-lane minor collector with bike lanes from University Phase II  SW 30 <sup>th</sup> Street Upgrade - Upgrade to 2-lane minor collector with bike lanes from University Drive to S Pine Island Road  Extend to 2-lane local urban roadway from University Drive to Davie Rd  Toadway from University Drive to Shine Island Road  Extend to 2-lane local urban roadway from University Drive to Davie Rd  Project Name  Project Name  Project Description  Source  \$1,320,000  \$1,400,000  X  X  X  X  And  County Davie Rd  Potential Funding So   | 72 | SW 24 <sup>th</sup> Street/Nova Drive<br>Upgrade – Phase IV  | Upgrade to a 2-lane minor collector from S Pine Island Road to SW 97th Avenue  | Master P            | \$397,000    |  | ×   |          | ×       |
| SW 30th Street Upgrade - Upgrade to 2-lane minor collector with bike lanes from University Phase II  Extend to 2-lane local urban roadway from University Drive to Spine Island Road  NW 33rd Street extension Davie Rd  Project Name  Project Name  Upgrade to 2-lane minor collector university Drive to Spine Island Road  Base II  Master P  \$1,080,000  X  X  X  X  X  X  Application Source  Cost Portential Funding Source  Estimate  FDOT County Davie Rd   | 73 |  | Upgrade to 2-lane minor collector<br>with bike lanes from SW 142 <sup>nd</sup><br>Ave to 130 <sup>th</sup> Ave       | Master P            | \$1,320,000  |  |   | ×        | ×       |
| NW 33rd Street extension       Extend to 2-lane local urban roadway from University Drive to Davie Rd       Master P       \$1,400,000       X       X       X         Project Name       Project Description       Source estimate       FDOT   County   Davie   Davie   Davie   Poor       FDOT   County   Davie   Davie   Poor       Davie   Poor   | 74 | SW 30 <sup>th</sup> Street Upgrade –<br>Phase II             | Upgrade to 2-lane minor collector<br>with bike lanes from University<br>Drive to S Pine Island Road                  | Master P            | \$1,080,000  |  |   | ×        | ×       |
| Project Name Project Description Source estimate FDOT County Davie   | 75 | NW 33 <sup>rd</sup> Street extension                         | Extend to 2-lane local urban<br>roadway from University Drive to<br>Davie Rd   | Master P            | \$1,400,000  | ×  | ×   | ×        | ×       |
| estimate   FDOT   County   Davie   | ó  | Project Name   | Project Description  | Source              | Cost         | Pote   | ential Fu   | nding So | ource   |
|  |    |  | •  |                     | estimate     | FDOT   | County  | Davie    | Private |

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|                                      |  |  |   | \$36,249,000  |   | Total Long-term Estimate:   |  |
|--------------------------------------|--|--|---|---|---|---|--|
| ×                                    | ×  | AVERDALA AVERAGA AVERA | delivational livations life             | \$4,000,000   | Master P  | roadway from SW 92 <sup>nd</sup> Ave to<br>Nob Hill Drive   | SW 36 <sup>th</sup> Street Extension   |
| itel i ti reterat Jackster I valente | be the state of the distribution and the state of the sta | ***************************************  | *************************************** | ATTE DES DESCRIPTATA LA RESPONSA DE LES DES DES DES DESCRIPTA DE DESCRIPTA DE LA DESCRIPTA DE | ADVININIATYVINYYNYY VYTYNATANATANATANATANATANATANATANATANATAN | Ave<br>Construct 2-lane local urban   | E SOLI THE SHEET THE STATE OF T |
| ×                                    | ×  |  |   | \$1,270,000   | Master P  | Construct 2-jane local urban<br>roadway from 61st Ave to 58 <sup>th</sup><br>Ave                        | SW 56 <sup>th</sup> Street extension   |
| ×                                    | ×  | THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS O |   | \$2,530,000   | Master P  | Upgrade to 2-lane local urban<br>roadway from 58 <sup>th</sup> Ave to 52 <sup>nd</sup><br>Ave           | SW 49 <sup>th</sup> Street upgrade   |
|                                      | ×  |  |   | \$807,000   | Master P  | Upgrade to 3-lane major collector<br>with shoulder from Davie Road to<br>SW 67 <sup>th</sup> Avenue     | Orange Drive Upgrade –<br>Phase III  |
|                                      | ×  |  |   | \$1,190,000   | Master P  | Upgrade to 3-lane major collector<br>with shoulder from Florida<br>Turnpike to Davie Road               | Orange Drive Upgrade –<br>Phase II   |
| ×                                    | ×  |  |   | \$828,000   | Master P  | Upgrade to 2-lane minor collector with bike lanes from SW 130th Avenue to SW 121st Avenue               | SW 36th Court Upgrade  |
| ×                                    | ×  |  |   | \$1,710,000   | Master P/RAC  | Upgrade to 2-lane major collector with turn lanes and bike lane from University Drive to College Avenue | SW 36th Street Upgrade   |

\* Project cost not included in total

- #1 SW 67th Avenue Extension: This project extends SW 67th Avenue north from Orange Drive to SW 41st Court to provide an additional north-south roadway connection. This project is identified in the Town's Downtown Master Plan and is part of the revitalization efforts in the area. It is anticipated to assist in the local circulation by relieve traffic on Davie Road south of SW 39th Street. The project should include extensive traffic calming measures to reduce cut-through traffic and provide amenities like a landscape buffer to shield the roadway from existing residents.
- **#2 SW 76<sup>th</sup> Avenue Upgrade Phase I:** This project is indentified in the Town's Capital Improvement Program. It is intended to upgrade the roadway to 2-lane minor collector roadway standards with bike lanes from Orange Drive to SW 39<sup>th</sup> Street for approximately 0.50 miles.
- #3 College Avenue Upgrade Phase I: This project upgrades College Avenue to a 4-lane major collector roadway with bike lanes from SW 24<sup>th</sup> Street to SW 39<sup>th</sup> Street for approximately 1.0 mile. In addition to increasing the capacity of the roadway, the project is anticipated to encourage bicycle, pedestrian and transit modes. The improvement was also identified in the 2007 Regional Activity Center Master Plan.
- **#4 College Avenue Upgrade Phase II:** This project continues the upgrade of College Avenue to a 4-lane major collector roadway with bike lanes from SR 84 to SW 24<sup>th</sup> Street for approximately 0.5 miles. This improvement was also identified in the 2007 Regional Activity Center Master Plan.
- #5 SW 136<sup>th</sup> Avenue/SW 26<sup>th</sup> Street Roundabout: Construct a modern roundabout at the SW 136<sup>th</sup> Avenue/SW 26<sup>th</sup> Street intersection to accommodate future traffic volume at the intersection. The intersection currently operates as a four-way stop-controlled intersection. As both SW 136<sup>th</sup> Avenue and SW 26<sup>th</sup> Street are minor collector roadways, a modern roundabout at the location will enhance the aesthetic features of the intersection and anticipated to be an amenity to the neighborhood. A roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.
- #6 University Drive/Nova Drive Intersection Improvement: This intersection operates at LOS E under existing PM peak hour conditions. It requires dual eastbound left-turn lanes and add a westbound right-turn overlap signal phase to meet LOS standard. However, the intersection is under FDOT jurisdiction and improvement is presented here as a recommendation. More specific operational characteristics are illustrated in Figures 10 and 11 of the *Technical Memorandum* 2.
- #7 University Drive/SW 30<sup>th</sup> Street Intersection Improvement: This intersection operates at LOS E under existing AM peak hour conditions. It requires dual eastbound and westbound left-turn lanes, and dual eastbound through lanes to meet LOS standard. However, the intersection is under FDOT jurisdiction and improvement is presented here as a recommendation. More specific operational characteristics are illustrated in Figures 10 and 11 of the recently submitted *Technical Memorandum* 2.
- #8 SW 154th Avenue Safety: Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 154th Avenue from SW 14th Street to SW 142nd Avenue to reduce

vehicular speeds. The Oakhill Neighborhood Traffic Management Study identified this roadway as having the highest average recorded 85th, percentile speed within the Oakhill Neighborhood study area.

- #9 SW 148th Avenue Safety: Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 148th Avenue from SR 84 to SW 14th Street to reduce vehicular speeds. The Oakhill Neighborhood Traffic Management Study identified this roadway as having the highest speed differential between posted speed and 85th-percentile speed measured.
- #10 SW 86th Avenue Safety: Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 86th Avenue to reduce vehicular speeds and cut-through traffic.
- #11 Flamingo Road/SW 26<sup>th</sup> Street Intersection Improvement: The intersection currently operates at LOS F as an unsignalized intersection. This project installs a traffic signal at the intersection of Flamingo Road and SW 26<sup>th</sup> Street. In addition, due to high vehicular speed on Flamingo Road, a traffic signal will provide safe traffic control for vehicles from SW 26<sup>th</sup> Street.
- #13 SW 20th Street Upgrade Phase I: Upgrade SW 20th Street to two-lane local rural roadway standards from SW 130th Avenue to SW 127th Avenue for approximately 0.25 miles. This project is identified in the CIP.
- #14 Hiatus Road/SW 26<sup>th</sup> Street Roundabout: This project is aimed at providing a safe, effective and visibly pleasing modern roundabout at the Hiatus Road/SW 26<sup>th</sup> Street intersection. Currently, the east and west approach of SW 26<sup>th</sup> Street do not line up with one another at Hiatus Road, thus encouraging unsafe traffic maneuvers by motorists. A roundabout will aid in facilitating smooth traffic flow with reduced conflict. A roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.
- #15 SW 127<sup>th</sup> Avenue Upgrade: This project is identified in the Town's CIP and it upgrades SW 127<sup>th</sup> Avenue to 2-lane local rural roadway standards (40-ft cross section) from SW 21<sup>st</sup> Street to SW 26<sup>th</sup> Street extension for approximately 0.5 miles. The roadway is anticipated to connect to the planned extension of SW 26<sup>th</sup> Street west of Flamingo Road and not to the existing SW 26<sup>th</sup> Street, as per the public comment.
- #16 SW 76<sup>th</sup> Avenue Upgrade Phase II: This project is identified in the Town's CIP and it upgrades SW 76<sup>th</sup> Avenue to 2-lane minor collector roadway standards with bike lanes from Griffin Road to Sterling Road for approximately 1.30 miles.
- #17 NW 75<sup>th</sup> Avenue Extension: This project is anticipated to provide better north-south connection between Stirling Road and Griffin Road around the NW 75<sup>th</sup> Avenue corridor. It seeks to connect Travis Court and El Jardine to Stirling Road with 2-lane local urban roadway.
- #18 SW 65<sup>th</sup> Avenue This project is identified in the Downtown Master Plan project. It anticipates a new roadway, west of Davie Road, from Orange Drive to SW 42<sup>nd</sup> Street, which is approximately 0.25 miles. This roadway enhances the grid-network in the area and anticipated to facilitate revitalization of the area.

- **#19 Davie Road Upgrade Phase I:** Broward County is planning to upgrade Davie Road to 6-lane arterial roadway standards from Nova Drive to SR 84 for approximately 0.5 miles. This segment operates at LOS F under 2008 conditions (4-lane arterial) and is also expected to operate at LOS F under 2030 conditions (4-lane arterial). This improvement was also identified in the 2007 Regional Activity Center Master Plan.
- #20 SW 58th Avenue Safety: Install traffic calming measures, like speed hump, speed table, etc., along SW 58th Avenue from Griffin Road to Stirling Road to reduce vehicular speeds and discourage cut-through traffic.
- #21 SW 52<sup>nd</sup> Avenue Extension: Upgrade and extend SW 52<sup>nd</sup> Avenue to a 2-lane minor collector from Griffin Road to SW 54<sup>th</sup> Street for approximately 0.8 miles. This roadway extension will provide additional access to the area between Griffin Road and Stirling Road, which will relieve traffic from SW 58<sup>th</sup> Avenue. The extension is also anticipated to facilitate future development of the area.
- #23 SW 14th Street Upgrade Phase I: SW 14th Street is one of the few roadways that provide some level of regional connectivity in the area. There are no other viable alternative to provide east-west connection in the area. In order to accommodate the anticipated growth in traffic and meet the Town's LOS standard, the roadway would need to be widened to four lanes in the future from I-75 to SW 148th Avenue. If the Town decides not to widen the roadway, the Town has following options:

  1) change the LOS standard to F on local roads, 2) find alternative roadway connection to accommodate growth, or 3) impose development moratorium in the area to keep traffic volume at current levels. Collaboration with Broward County, the City of Sunrise and the City of Weston is recommended to implement the project.
- #24 SW 14th Street Upgrade Phase II: This project is aimed at providing a safe turning movement for residents on SW 14th Street from SW 148th Avenue to SW 136th Avenue by widening it to a three-lane major collector. The residents on the south side of the roadway will be able to use the center turn-lane to turn vehicles to and from their driveways. The upgrade will consider alternative design measures to avoid disrupting the existing Equestrian trail.
- #25 SW 14th Street/SW 148th Avenue Roundabout: Construct a modern roundabout at the intersection. A modern roundabout will help to reduce vehicular speed on the roadways as well as provide appropriate traffic control. It will aid in facilitating smooth traffic flow with reduced conflict. A roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.
- #26 SW 14th Street/SW 154th Avenue Intersection Improvement: With the anticipated increase in traffic on SW 14th Street, the SW 14th Street/SW 154th Avenue intersection will require an exclusive northbound right-turn lane, in addition to two eastbound and westbound through lanes. If only one eastbound and westbound through lanes is provided, additional turn lanes may be needed to address the demand.

- #27 SW 14<sup>th</sup> Street Extension Phase I: This project was recommended in the 2002 Nob Hill Traffic Study. It extends SW 14<sup>th</sup> Street from Nob Hill Road to Bright Road for approximately 0.50 miles. The project is intended to provide additional access to the schools in the area, especially from SR 84, so that students, teachers and parents do not have to solely rely on Nob Hill Road for access.
- #29 SW 14th Street Upgrade Phase III: This project upgrades SW 14th Street from SW 136th Avenue to SW 130th Avenue to a three-lane major collector.
- #31 Oakes Road Extension Feasibility Study: This project is study the feasibility and conduct PD&E study of extending Oakes Road from SR& to Davie Road. The project is anticipated to improve the accessibility of the area bounded by SR 7, I-595- Florida Turnpike and Orange Drive and help in its revitalization. It is also anticipated to improve the east-west connection in the area. The project was identified in the SR &7 Study and will require a bridge crossing over Florida Turnpike. The final alignment of the roadway will require public approval.
- **#33 Berkley Drive Pavement Upgrade:** This roadway segment from SW 86<sup>th</sup> Avenue to SW 83<sup>rd</sup> Avenue was identified as having very poor pavement condition. The Town is anticipated to conduct a comprehensive pavement conditions report in near future which should include this project.
- #34 SW 87th Terrace Pavement Upgrade: This roadway segment from Berkley Drive to SW 18th Street was identified as having very poor pavement condition. The Town is anticipated to conduct a comprehensive pavement conditions report in near future which should include this project.
- #35 SW 154<sup>th</sup> Avenue (Shotgun Road) Upgrade: Upgrade SW 154<sup>th</sup> Avenue (Shotgun Road) to minor collector roadway standards with bike lanes from SW 14<sup>th</sup> Street to SW 142<sup>nd</sup> Avenue for approximately 3.5 miles. The roadway is ideal for recreational bicycle ride for residents if the vehicular speed can be reduced to enhance safety.
- #36 SW 148th Avenue Upgrade: This project is aimed at reducing the vehicular speed on the roadway by upgrade SW 148th Avenue from SW 14th Street to SR 84 to minor collector roadway standards with bike lanes and installing landscaped median for approximately 1.2 miles.
- #37 SW 136<sup>th</sup> Avenue Upgrade: Upgrade SW 136<sup>th</sup> Avenue to 2-lane minor collector roadway standards with bike lanes from SW 14<sup>th</sup> Street to SW 26<sup>th</sup> Street for approximately 1.0 mile. The pathway located on the eastside of SW 136<sup>th</sup> Avenue should be retained and may adequately serve pedestrian and bicycle traffic.
- #38 Davie Road Upgrade Phase II: This project is identified in the 2007 RAC Master Plan as well as the Downtown Master Plan. It is aimed at revitalizing the area round the Davie Road/Orange Drive intersection. It will upgrade Davie Road to four-lane major collector roadway standards with bike lanes and on-street parking from SW 42<sup>nd</sup> Street to Orange Drive for approximately 0.25 miles.
- #39 Davie Road Upgrade Phase III: This project continue to upgrade Davie Road to 4/5-lane major collector roadway standards with bike lanes from Nova Drive to SW 42<sup>nd</sup> Street for approximately 1.15 miles. The project is anticipated to revitalize the corridor and encourage

development and private investment. This improvement was also indentified in the 2007 Regional Activity Center Master Plan.

- #40 SW 14th Street Extension Phase I: This project extends SW 14th Street from SW 130th Avenue to Flamingo Road as a 2-lane major collector for approximately 0.50 miles. This extension is anticipated to reduce the demand to widen SW 136th Avenue. It provides additional access to Flamingo Road from the Oakhill neighborhood.
- #43 SW 20th Street Safety: Install traffic calming measures, like speed hump, speed table, speed cushion, etc., along SW 20th Street from SW 154th Avenue to Flamingo Road to discourage cutthrough traffic and reduce vehicular speeds.
- #44 SW 24th Street/Nova Drive Upgrade Phase I: Upgrade SW 24th Street/Nova Drive to four-lane major collector roadway standards with bike lanes from Davie Road to College Avenue for approximately 0.45 miles. This segment operates at LOS F under 2008 conditions (two-lane) and is expected to operate at LOS F under 2030 conditions (two-lane). This improvement has also been identified in the Capital Improvement Program (CIP). It should be noted that additional direct access to Broward Community College (BCC) from Davie Road may be provided between Nova Drive and the main entrance to BCC on Davie Road. This additional access will likely divert some traffic from Nova Drive, thus reducing the congestion on the roadway.
- #48 SW 26th Street Upgrade Phase I: As one of the main collector roadway, this project upgrades SW 26th Street to two-lane minor collector roadway standards with bike lanes from Flamingo Road to Hiatus Road for approximately 1.00 mile.
- #49 SW 27<sup>th</sup> Court Upgrade: This project was identified in the Town's CIP. It upgrades SW 27<sup>th</sup> Court to two-lane local urban roadway standards with bike lanes from Hiatus Road to SW 106<sup>th</sup> Terrace for approximately 0.50 miles.
- #50 SW 29th Street Upgrade: This project was identified in the Town's CIP. It upgrades SW 29th Street to two-lane local rural roadway standards from SW 137th Avenue to SW 136th Avenue for approximately 0.10 miles.
- #51 SW 30<sup>th</sup> Street Upgrade Phase I: Upgrade SW 30<sup>th</sup> Street to three-lane major collector roadway standards with bike lanes from College Avenue to University Drive for approximately 0.85 miles. This improvement has also been identified in the Regional Activity Center (RAC) Master Plan.
- #53 SW 39th Street Upgrade: SW 39th Street carries high volume of traffic, especially between SW College Avenue and Davie Road. This project upgrades the roadway to a three-lane major collector from University Drive and Davie Road. This project will not provide additional capacity on the roadway. Additional direct access to Davie Road south of the main entrance to BCC and re-design of the parking lot access should be considered as one of the alternatives to improve operation on SW 39th Street.

- #54 SW 44<sup>th</sup> Street Connection: This project was identified in the Downtown Master Plan. The project extends SW 44<sup>th</sup> Street west from Davie Road to SW 67<sup>th</sup> Avenue extension. The project will improve the accessibility of downtown area and help in its revitalization.
- \$55 Orange Drive Upgrade Phase I: The project upgrades Orange Drive to five-lane major collector from SR 7 to Florida Turnpike. The project will provide additional capacity on the roadway that serves the commercial and industrial traffic. The roadway was identified in the 2005 EAR and recent studies as having capacity constraints.
- #56 Orange Drive Upgrade west section This project upgrades Orange Drive to a 2-lane minor collector with bike lanes from SW 142<sup>nd</sup> Avenue to SW 154<sup>th</sup> Avenue. This project will continue to multi-modal linear trail on Orange Drive and connect with the bike lane and sidewalk on SW 154<sup>th</sup> Avenue.
- #58 SW 53<sup>rd</sup> Street Extension Phase I: This project connects SW 52<sup>rd</sup> Avenue to SW 64<sup>th</sup> Avenue with a 2-lane minor collector. This project will help develop east-west connection in the area. The actual alignment of the roadway would be determined based on consultation with the public stakeholders.
- #60 Oak Road Extension: This project is identified in the State Road 7 revitalization to improve the east-west connection. It extends Oakes Road from SR 7 to Davie Road and requires a bridge crossing over Florida Turnpike. The final alignment of the roadway will require public approval. The extension is anticipated to partially relieve traffic from Orange Drive as well as improve the accessibility of the area bounded by SR 7, I-595- Florida Turnpike and Orange Drive.
- #62 SW 130<sup>th</sup> Avenue Upgrade Phase I: Upgrade SW 130<sup>th</sup> Avenue to 2-lane minor collector roadway standards with bike lanes from SR 84 to SW 8<sup>th</sup> Street for approximately 0.45 miles. The traffic volume on the roadway is anticipated to increase as it provides efficient connection to several residential neighborhoods. Where existing pedestrian pathways are available (mostly on the eastside of the roadway), the sidewalk and bike lanes may be detached from the roadway.
- #63 SW 130<sup>th</sup> Avenue Upgrade Phase II: Upgrade SW 130<sup>th</sup> Avenue to 3-lane major collector roadway standards with bike lanes from SW 8<sup>th</sup> Street to SW 26<sup>th</sup> Street for approximately 1.5 miles. Where existing pedestrian pathways are available, the sidewalk and bike lanes may be detached from the roadway.
- #64 SW 130<sup>th</sup> Avenue Upgrade Phase III: Upgrade SW 130<sup>th</sup> Avenue to 2-lane minor collector roadway standards with bike lanes from SW 26<sup>th</sup> Street to SW 36<sup>th</sup> Court for approximately 0.9 miles. Where existing pedestrian pathways are available, the sidewalk and bike lanes may be detached from the roadway.
- #65 Hiatus Road Upgrade: Upgrade Hiatus Road to a 4-lane major collector roadway from SR 84 to SW 14<sup>th</sup> Street for approximately 0.5 miles. This segment is expected to carry high traffic volume from residential developments on Hiatus Road.

- #67 College Avenue Streetcar: College Avenue is anticipated to be the main corridor in the SFEC. It will have multi-modal features like bike lanes, sidewalks, on-street parking etc. In addition, the 2007 RAC Master Plan and CIP assume that some form of fixed transit to be provided on the roadway. Given the limited service area of the roadway, a street-car service from the planned light-rail station on SR 84 to downtown Davie will likely be one of the potential transit options. This project conducts a study to determine the feasibility of providing a streetcar along College Avenue.
- #68 SW 121st Avenue Upgrade: This project is identified in the Town's CIP, and it upgrades SW 121st Avenue to a 2-lane local rural roadway from SW 26th Street to SW 36th Court for approximately 0.9 miles.
- #70 SW 24th Street/Nova Drive Upgrade Phase II: Upgrade SW 24th Street/Nova Drive to three-lane major collector roadway standards with bike lanes from College Avenue to University Drive for approximately 1.00 mile. This segment operates at LOS F under 2008 conditions (two-lane) and is expected to operate at LOS F under 2030 conditions (two-lane).
- #71 SW 24th Street/Nova Drive Upgrade Phase III: Upgrade SW 24th Street/Nova Drive to three-lane major collector roadway standards with bike lanes from University Drive to South Pine Island Road for approximately 0.90 miles. This segment operates at LOS D under 2008 conditions (two-lane) and is expected to operate at LOS D under 2030 conditions (two-lane).
- #72 SW 24<sup>th</sup> Street/Nova Drive Upgrade Phase IV: Upgrade SW 24<sup>th</sup> Street/Nova Drive to two-lane minor collector roadway standards with bike lanes from South Pine Island Road to SW 97<sup>th</sup> Avenue for approximately 0.80 miles. This segment operates at LOS D under 2008 conditions (two-lane) and is expected to operate at LOS D under 2030 conditions (two-lane).
- #73 SW 26<sup>th</sup> Street Upgrade Phase II: As one of the main collector roadway in the Oakhill neighborhood, this project upgrades SW 26<sup>th</sup> Street to two-lane minor collector roadway standards with bike lanes from SW 142<sup>nd</sup> Avenue to SW 130<sup>th</sup> Avenue for approximately 1.00 mile.
- #74 SW 30<sup>th</sup> Street Upgrade Phase II: Upgrade SW 30<sup>th</sup> Street to two-lane minor collector roadway standards with bike lanes from University Drive to South Pine Island Road for approximately 0.90 miles.
- #75 NW 33<sup>rd</sup> Street Extension: Extend NW 33<sup>rd</sup> Street from University Drive to Davie Road with two-lane local urban roadway standards with bike lanes for approximately 0.35 miles. This roadway extension will improve direct connectivity between University Drive and Davie Road.
- #76 SW 36th Street Upgrade: This project was identified in the RAC. It upgrades SW 36th Street from University Drive to College Avenue to a three-lane major collector with bike lanes. The project is anticipated to improve the operation and safety of the roadway and encourage bicycle traffic.
- #77 **SW** 36<sup>th</sup> Court Upgrade: This project upgrades SW 36<sup>th</sup> Court from SW 130<sup>th</sup> Avenue to SW 121<sup>st</sup> Avenue to a 2-lane minor collector with bike lanes. This project will likely require improvement at the Flamingo Road/SW 36<sup>th</sup> Court intersection.

- #78 Orange Drive Upgrade Phase II: This project maintains the current three-lane section of Orange Drive and extends it to Florida Turnpike. This project is anticipated to support the revitalization of the area. Bike lanes on the south side of the roadway will not be necessary due to the presence of the linear park.
- #79 Orange Drive Upgrade Phase III: This project creates a three-lane section of Orange Drive from Davie Road to SW 67<sup>th</sup> Avenue extension. With the anticipated revitalization of the area, the additional turn-lane in the middle will improve the operation and safety of the roadway. Bike lanes on the south side of the roadway will not be necessary due to the presence of the linear park.
- #80 SW 49th Street Upgrade: This project upgrades SW 49th Street to 2-lane urban roadway from SW 58th Avenue to SW 52nd Avenue. The project will provide east-west connection in the area.
- #83 SW 56th Street Extension: This project constructs a 2-lane local rural roadway from SW 61st Avenue to SW 58th Avenue. The project will provide east-west connection in the area.
- # 86 SW 36th Street Extension: This project extends SW 36th Street from SW 92nd Avenue to Nob Hill Road. The project is in environmentally sensitive area and would require environmental permit to proceed. The project is anticipated to significantly improve the east-west connectivity between S Pine Island Road and Nob Hill Road, which is severely lacking.
- # 87 SW 61<sup>st</sup> Avenue Extension: This project extends SW 61<sup>st</sup> avenue to the future Oaks Road Extension. The project is noted in the Regional Activity Center Master Plan and will extend approximately 130 feet over Town-owned property (former Town utility plant site). This project will alleviate traffic on Davie Road and on the State Road 7/Orange Drive intersection once the Oak Road extension is finalized.

## Figure 18 Proposed Future Projects

## References

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